

Greater Avenues Community Council General Meeting
Sweet Library, 9th Avenue and F Street
Wednesday, January 9 2019, 7:00 PM

7:05 pm – Jill Van Langeveld, Chair, calls the meeting to order -- started late because of some technical glitches.

Area Reports

Fire: Be careful with space heaters. Be sure there is nothing flammable around them. Remember that there is no coal or wood burning on No Burn days.

Police: Detective Gibic – Avoid car break-ins by NEVER leaving ANYTHING in view in your car. It is an open invitation to break your windows. If possible have packages sent to your work or to a neighbor or family member who is home during the day.

Library: Mary Maloney *was out of town*

City Council: Chris Wharton gave a review of the City's legislative agenda

State Legislators: Jen Dailey-Provost *out of town*. Derrick Kitchen *not present*

Salt Lake City School District: Katherine Kennedy talked about the late start proposal.

SLC Mayor's Office: *Not present*

LDS Hospital: *Not present*

7:36-7:59 – SLC Department of Public Utilities: Blayde McIntire (head engineer, for the project), Holly Mullen (Deputy Director of Communications), and Jesse Stewart (Deputy Director of Water Quality and Treatment) were here to discuss replacing at 18 inch water main which runs between J Street and 13th Avenue to Hilltop and 18th Avenue. City water officials are starting an extensive digging project in streets between 18th Avenue and 13th Avenue to replace an aging water main that has been a problem for years. Water engineer, Blayde McEntire, explained the water main, running straight south from the Morris Reservoir at Hilltop Road, has sprung leaks several times, requiring digging in peoples' yards. That's because the pipeline "is now aligned under houses, driveways and yards." In addition, the pressure reducing valve at 13th Ave. will be updated and the area "replaced with an updated, sleek design." All work will be in the roadway, starting in a westerly direction along 18th Avenue, down Northmont Way, Northhills Drive to Aloha Way and Northcrest Drive to the valve. The pipeline goes all the way back to the late 1890s, officials said. Work will begin sometime in February and be complete in June.

8:00 to 8:35 – Updates and Alterations to the 4th Avenue Well Project: Blayde McIntire (head engineer, for the project), Holly Mullen (Deputy Director of Communications), and Jesse Stewart (Deputy Director of Water Quality and Treatment) spoke on this project . The project has been delayed a year from original planning dates. A second engineering firm, Hansen, Allen and Luce, has been hired to evaluate the integrity of the current well, examine other options (drilling a new well, chemical injection at another site, well repairs for integrity and worker safety.) The design revealed at the December 13th open house is getting substantial revision regarding height, materials shape, and foot print. There will be a landscape architectural plan with an eye for preservation of trees. They also agree with the residents that it was not desirable for the "business end" of the building to face residential housing. Fluoridation has been "waived" and the emergency generator has been dropped. They hope to present revised plans to the Historic Landmarks Commission in March. Areas of concern for the neighborhood are (1) on-site chlorination, (2) still losing some trees, (3) loss of open space and (4) size and design of the building is still up in the air. It was a very informed and constructive discussion.

8:36 to 8:50 – Pedestrian-Bike-Car Safety in the Dark Winter Months: Jules deCastro and Jill Van Langeveld
Visibility from the driver's seat is greatly reduced at night, dusk or dawn just because of the way our eyes are made. An Avenue block is 330 feet long. On a bright sunny day you can clearly see several blocks ahead. At night it is very hard to see a person at 330 feet without some type of illumination or reflective element. If a vehicle is traveling 25 mph and a pedestrian enters the roadway, it takes 2 seconds for the driver to see the pedestrian, decide to stop and then press the brake. That means the vehicle has moved 55 feet before they have even pressed the brake. If the average stopping distance is 25-30 feet, the vehicle will have moved a total of 80-85 feet down the road before it comes to a stop. That's the length of ¼ an avenue block. Why do pedestrians cross in front of approaching motor vehicles? (1) People generally have difficulty judging the speed of the approaching vehicle. (2) Weather conditions may lead to risky decisions like "duck the head and run." (3) Pedestrians tend to overestimate by double the distance that they can be seen. Just because you can see the headlights doesn't mean that the driver can see you. Both driver and pedestrian have the responsibility for safety and each of us must always drive and walk or ride defensively to stay safe.

8:51– Open Announcements: Cindy Cromer -- The 10th East Senior Center on has refinished their gym floor and has striped it to play indoor pickle ball. Equipment available for people to use.

8:52 to 9:00 –Adjourn, Conversation with neighbors/Clean-up